



(3) note that the responses to the consultation and any objections to the statutory notices will be considered at a future committee.

### **Corporate and service priorities**

The report helps to meet the corporate priority of a safe, clean and low carbon city.

### **Financial implications**

These proposals are being brought forward as part of the first tranche of bids to the Department for Transport (DfT) for Transforming Cities funding building on the current work to improve Prince of Wales Road and Rose Lane. The estimated cost of the remaining work in the Prince of Wales Road area (including these proposals) is £3.3million of which £2.3 million is being sought through the Transforming Cities Fund bid to the DfT to cover the cost of these additional elements. The cost of the work outlined in this report is initially estimated at £906,000

Other funding is provided by the Local Growth Fund and local maintenance funds. Funding is not, therefore guaranteed for this work, but it is hoped that there will be confirmation prior to the committee

**Ward/s:** Multiple Wards

**Cabinet member:** Councillor Stonard - Sustainable and inclusive growth

### **Contact officers**

Bruce Bentley – Principal transportation planner 01603 212445

David Wardale Project Engineer (Highway Projects) 01603 223259

### **Background documents**

None

# Report

## Background

1. The traffic management scheme for the Rose Lane / Prince of Wales Road area which was approved last year at the Norwich Highways Agency Committee (NHAC) is currently under construction. King Street has been closed to through-traffic and works to upgrade Rose Lane and St Vedast Street are currently underway. The potential for funding via the Transforming Cities initiative from the Department for Transport (DfT) means that the full Prince of Wales Road scheme can be completed and the benefits extended into Bank Plain and London Street.
2. The proposals for the area will improve key sections of the route between the railway station and the city centre and includes measures to improve bus journey times between the rail station and bus interchanges in Castle Meadow and St Stephens Street. The contra-flow cycle lane to be provided on Prince of Wales Road and Agricultural Hall Plain will improve connectivity and the junction of Mountergate with Rose Lane has been redesigned to allow vehicles to exit Mountergate without navigating the one-way system, at the same time creating a public space. These elements have already been approved by the Committee and are funded. The proposals detailed in this report build on these improvements and substantially improve the links between the railway station and the city centre for pedestrians and cyclists.

### The proposals

3. There are four principal elements to the proposals for the Bank Plain / London Street. The first of these focuses around the junction of London Street with Opie Street / Bedford Street, the second is the area at the top of London Street where currently there is a turn-round area used for blue badge parking, the third is Bank Plain itself and finally there are proposals to upgrade Bank Street.
4. Informal discussions have already taken place with Norwich Business Improvement District (BID) and the OPEN and both are supportive of the approach.

### London Street / Opie Street area

5. The proposals here are to repave this area with new paving designed specifically to take account of the effects of vehicular traffic that has caused such degradation and high maintenance costs to the area over the past years whilst improving the overall townscape of the area and visually linking the two sections of London Street. It is proposed that the existing parking bays for Blue Badge holders, the car club and the restricted time loading bay on Opie Street will be removed, thus freeing up more space for general loading to take the pressure off the area to be repaved. The blue badge Spaces and the car club space will be relocated to a consolidated facility on Bank Plain. This will remove the need to allow any traffic other than that directly servicing the area to enter it via Bedford Street.
6. The existing tree at this point on London Street is in a poor condition. The opportunity to replace it and upgrade the 'Round Table' paving that exists in

this area will be investigated as part of the detailed design.

### **London Street at its junction with Bank Plain**

7. Currently, there is a small turn-round area here, containing blue badge parking bays, and this effectively cuts London Street off visually from Bank Plain. In addition, the paving here has failed and there is a damaged planter associated with a few utility cabinets and cycle stands using up what could be a positive public open space with a much closer relationship with Bank Plain.
8. The proposal is to remove the current turn around area and to pave the area in a similar style to the junction at Opie Street, thus providing continuity across the street and creating significant public open space outside OPEN and providing a much improved entrance to London Street. The blue badge parking bays will be consolidated onto Bank Plain.

### **Bank Plain and Bank Street**

9. Bank Plain is not currently an inviting pedestrian environment, but is part of the main link from the station to the city centre and that is not immediately obvious to visitors to the city.
10. As St. Andrews Street / Redwell Street joins with Bank Plain, the carriageway widens significantly, but still only provides for two lanes of traffic. Maintaining a consistent width of carriageway from St Andrews Street / Redwell Street provides the opportunity to widen pavements, provide dedicated parking and loading bays, and potentially additional street tree planting. This will significantly improve the pedestrian environment and also provide enhanced loading facilities for local businesses. The blue badge spaces removed from London Street, Opie Street and Bank Street will all be replaced in a single consolidated block.
11. The proposals for Bank Street include extending the footways across the junctions at both ends of the street and upgrading the carriageway surface with a more attractive material. The existing footways will be retained as these are already paved and mostly in good condition. Loading will continue to be permitted in Bank Street, but other on-street parking facilities will be removed, with the blue badge spaces relocated to Bank Plain.

### **Programme**

12. There is an ongoing programme of work in the Rose Lane/ Prince of Wales Road area which will continue over the next few months into Eastbourne Place, and subsequently on Prince of Wales itself to install the approved contra-flow cycle lane. Provided that the funding for this project is confirmed, the intention is that the works to Bank Plain and London Street will follow in late Summer/ Autumn

### **Resource Implications**

13. Finance: These additional elements that build on the already approved proposals will only progress if funding is approved through the first tranche of the Transforming Cities programme. However, as the spend profile for any funding that is achieved via this route is very time limited, it is imperative that

the scheme is fully consulted upon now. Assessment of this scheme using the governments Active Mode Appraisal Tool indicates that this scheme represents High value for money with a Benefit to Cost ratio of 2.85.

14. Staff: The project will be delivered through joint team working involving both county council and city council officers.

15. Property: All work is within the existing highway boundary.

16. IT: None.

### **Other implications**

17. Legal Implications: None.

18. Human Rights: None.

19. Communications: The Transport for Norwich Communications Project Manager is a member of the delivery team.

### **Risk Implications/Assessment**

20. A risk assessment has been undertaken for development of the NATS Implementation Plan. The key risks for delivering this are around funding, timescales and planning. These risks are being managed through active project management and ongoing engagement with stakeholders.

21. A risk register is maintained as part of the technical design and construction delivery processes.

## Integrated impact assessment



**NORWICH**  
City Council

### Report author to complete

<b>Committee:</b>	Norwich Highways Agency Committee
<b>Committee date:</b>	21 March 2019
<b>Director / Head of service</b>	Andy Watt
<b>Report subject:</b>	Norwich Area Transportation Strategy Implementation Plan – London Street and Bank Plain
<b>Date assessed:</b>	February 2018
<b>Description:</b>	

	Impact			
<b>Economic</b> (please add an 'x' as appropriate)	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
<b>Finance (value for money)</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The scheme will be externally funded through the Transforming Cities programme and is subject to appropriate business case development and sign off.
<b>Other departments and services</b> e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	None anticipated.
<b>ICT services</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comment.
<b>Economic development</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The scheme improves access to jobs, training / education and retail opportunities in the city centre, as well as improving the environment in this part of the city.
<b>Financial inclusion</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comment.
<b>Social</b> (please add an 'x' as appropriate)	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
<b>Safeguarding children and adults</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comment.
<b><u>S17 crime and disorder act 1998</u></b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The Police will be consulted as part of the consultation and throughout any subsequent detailed design to ensure any particular concerns / issues around crime and disorder are noted and addressed where appropriate.
<b>Human Rights Act 1998</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comment.

	Impact			
<b>Health and well being</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This scheme supports increased levels of walking, cycling and public transport and associated health / well-being impacts of this.
<b>Equality and diversity (please add an 'x' as appropriate)</b>				
	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
<b>Relations between groups (cohesion)</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comment.
<b>Eliminating discrimination &amp; harassment</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific comment.
<b>Advancing equality of opportunity</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The scheme will reduce street clutter, relocate and consolidate Blue Badge spaces and provides an upgraded signalised crossing
<b>Environmental (please add an 'x' as appropriate)</b>				
	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
<b>Transportation</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The scheme provides improved pedestrian and cycling environments.
<b>Natural and built environment</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The scheme offers the potential for significant enhancement in terms of hard and soft landscaping and the creation of the public space.
<b>Waste minimisation &amp; resource use</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Materials will be re-used where possible. The scheme makes better use of existing spaces.
<b>Pollution</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The scheme should encourage greater levels of cycling and walking
<b>Sustainable procurement</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The scheme is provided under long term contract.



	Impact			
<b>Energy and climate change</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The scheme should encourage greater levels of cycling and walking.
<b>(Please add an 'x' as appropriate)</b>	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
<b>Risk management</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Risk assessments are routinely carried out on contracts such as this. There is a communications plan in place to minimise any risk to reputation.

<b>Recommendations from impact assessment</b>	
<b>Positive</b>	
	Positive impacts on townscape and the provision of open space.
<b>Negative</b>	
	There are no significant negative impacts to resolve.
<b>Neutral</b>	
	There are no significant neutral impacts to resolve.
<b>Issues</b>	
	Any issues raised through the consultation will be fully considered and reported as appropriate at NHAC.

